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## THE TEACHERS' DILEMMA

Washington school teachers were caught between two horns of a dilemma this year in the face of the high cost of living. For years they have been working for a teachers' retirement law, which they now see the prospect of realizing.

During these same years it has been apparent that the teachers' salary scale needed readjustment. They were underpaid in the past, and they are even more underpaid now, in view of the rapid shrinkage of the dollar in buying power.

To effect their pension system the teachers have to consent to give up from 4 per cent to 8 per cent of their salaries annually. Now, for people already underpaid, in an era of rising prices, this contribution means a sacrifice. How sincere the teachers are in their desire for a retirement law was shown by the overwhelming vote for the measure despite these conditions.

The point about the whole matter which needs to be impressed upon legislators is that the teachers' retirement measure should not militate against reasonable increases in their salaries. The teachers, at least, deserve treatment similar to that accorded other District employees. When 1,436 of the 1,555 grade instructors get less than \$1,000, there is not much argument needed to prove that they deserve a raise.

Teachers' retirement legislation should be regarded by Congress as a movement for larger efficiency in the schools. It means a deferred benefit for the teachers, but an immediate liability for them. It in no way bears upon the justice of their plea for consideration in salary increases along with other District employees.

## THE RAILROADS' PROSPERITY

The calculation by the Interstate Commerce Commission indicates that the net earnings of the American railways in 1916 will be just about \$1,100,000,000. For the first nine months of the year the figures are at hand; for the final quarter the figures are estimated under the commission's system, which in the past has been remarkably accurate. To be on the side of conservatism, however, the calculation assumes that the business of the last quarter will be the same as for the third; whereas all information indicates that it will be still larger.

How great is this total of earnings in American railway history is indicated by the statement that the calculated total for this current year is just about one-third larger than that for any other year. Heretofore 1913 has been the best earning year; but 1916 will surpass its figures by an amount almost past belief.

It is worthy of attention that this assurance of substantial prosperity to the railroads has not caused a burst of speculation in their securities. Industrial and "war brides" of various kinds have centered most of the speculative interest. The railroads, prosperous and strong in the confidence of investors once more, are a stabilizing element in the market and in the general business situation. They offer attractive, if not brilliant and speculative, opportunities for the conservative investor. They stand today representing just about the most solid, secure, permanent investment prospect in the realm of American business. It is hard to imagine the extremes of speculation that might be afoot today if the railroads were in a different position; if, for instance, they had not become the balance wheel in the market, the assurance of substance, and solidity, and soundness in investment.

## NEXT YEAR'S DOLLIES

They may tell you—the mammas, who not so many years ago were little girls playing with dolls—that the dollies for which Santa Claus this season has played the stork are not so pretty, so lifelike, so altogether adorable, as the ones that used to come at Christmastide. The dolls were wont to come largely from Germany, which isn't sending them out this year. So this season's supply of dolls have come from wherever they might be had, and more of them have been made in the United States than ever before.

When the doll supply from the usual sources was cut off, there was approximately even chance among competitors for the business. Whoever could make the best dolls and get them to market most satisfactorily would get the best end of the business.

Interesting, then, to learn that next year the dolls will largely come from Japan. Salesmen have been in

this country lately, bringing samples of their product, which are declared by the buyers to be quite the best that have been offered. Large orders have been placed for next year's doll supply. The Japanese set about doll-making early. They learned everything they could about the requirements of different countries that had been wont to buy in Europe, studied the art of pleasing each particular market, and undertook to turn out good goods at the lowest possible prices. The story goes that they have succeeded so well that, if the war were to end tomorrow, it would even now be found difficult for Germany to recover her share of the business, and France would be only less seriously put to it to recover her part.

The greatest market in the world for dolls, and the one in which the best prices can be had for them, is the United States. This country, it would seem, might reasonably have hoped to capture at least its home market under such circumstances. But if the explanations which have been offered lately are entitled to full acceptance, it would seem that lack of a tariff authority that could quickly make adjustments to developing needs, resulted in Japan seizing the chance.

## BLOCKADING THE UNITED STATES

The recent appearance of two U-boats off the coast of the United States, where, after a visit to an American port and naval base, where presumably they got information about the locations of ships on the sea lanes, they destroyed a number of vessels, was described by Theodore Roosevelt as "war grinning at us from just outside the three-mile limit." We may begin, now, to realize how entirely he was correct. This newspaper describes that performance as the beginning of a blockade of the United States.

Precisely with what object the German undersea craft came across the ocean for that brief and spectacular raid is not yet entirely clear. It is quite possible, however, that an important part of their instructions was to touch at an American port before beginning their work of destruction; on the theory that, if they were permitted to touch, to get such a welcome as was accorded to them, and to get away again, it would give an uncomfortable feeling to the allies, and tend to injure their confidence in the benevolence of American neutrality. There is no doubt that it had that effect.

Now comes from the other side of the ocean the story of how the British and French admiralties are co-operating to eliminate the United States from their shipping routes. They will make Halifax their great American maritime base for commercial as well as naval operations. New York, Boston, Baltimore will be taken off the shipping map of the western powers, just so far as possible, in order that their vessels may be saved from the necessity of skirting our coast, all too hospitable toward the German submarines; in order that they may be saved from the need to conform to regulations of the American authorities about armament for defense, and in order, finally, that they may insure the largest secrecy in connection with measures for protection against the underwater boats.

New York, seeing its shipping withdrawn to Halifax, discovering its railway tonnage suddenly reduced by the diversion of a vast volume to the eastern Canada port, will have ample opportunity to contemplate the beauties of a neutrality that suddenly shifts to a British naval base a large share of the maritime importance that American ports once held. Along with this comes the report that Germany is getting ready to turn her submarines loose with the purpose of relentlessly and unconditionally sinking all vessels found making for British ports. If it means war with the United States, so much the worse for the United States. We have no especial significance as a military or naval factor—as German naval extremists view it—but are of large importance as a supply base for the allies. So it may be necessary to force a war with us if necessary to make an excuse for completing the blockade of the United States. Berlin suspects that, following the inauguration of this campaign, Germany and the United States will be at war by next spring; and Mr. Secretary Lansing manifestly takes a view not widely different.

There is a cynical suspicion in entente circles, according to reports from the other side, that President Wilson was moved to send his peace suggestion by the fact that he had information of Germany's plan of unrestrained warfare, and wished to save this country from being made the victim of such a new outbreak of terrorism. If this view were worthy of consideration it would assume that the American Government wished to do something substantial for Germany, just at this juncture, as the price of Germany's amiability and a bid to her to suspend her extreme purposes of hostility toward us. Of course, to impute such a motive to President Wilson is unthinkable. In time, both warring factions will realize that there was no con-

coiled motive back of Mr. Wilson's action. They will recognize that, whether the method he employed was altogether the most effective available, and whether the time was most auspicious, at least his purpose was exactly what it assumed to be.

These considerations make it very clear, however, that the position of the United States is indeed getting more and more difficult with the passing of weeks and months. There is a fast-growing number of people in this country who believe that unless peace comes to Europe within the next few months war will come to us. And the prospect for peace assuredly is not bright, in view of the attitude of governments, press, and peoples on the other side.

## THE SHIPPING LOSSES

Conditions of naval warfare have been changed sharply by the introduction of the methods which characterize the present struggle. In former wars the naval power which dominated on the seas had every prospect of losing least of its merchant tonnage, and likewise of its fighting craft. In this war, on the other hand, because of the submarines' activity, the nations which control the seas have had to pay a terrific price for their control. That price has been paid, moreover, in both merchant ships and fighting vessels. Britain is a tremendous loser of both. Germany's losses of warring tonnage are small compared with Britain's, while German merchant shipping, though indeed it is tied up in home ports or interned in neutral ones, is not at the bottom of the seas.

A recent calculation of the merchant shipping losses of both belligerent groups, and of neutrals, gives these figures:

Nation	Gross Tons
Great Britain	2,163,350
France	235,464
Italy	302,524
Russia	58,719
Belgium	27,291
Japan	22,539
Roumania	3,688
Canada	3,484
Portugal	1,159
Total	2,718,194

## NEUTRAL SHIPPING DESTROYED

Norway	316,430
Holland	113,543
Sweden	69,997
Denmark	63,937
Spain	42,579
Greece	36,932
United States	24,558
Brazil	2,258
Total	650,525

## TEUTONIC SHIPPING DESTROYED

Germany	187,723
Turkey	18,159
Austria-Hungary	17,478
Total	223,356

Every day that this ratio of losses continues contains a threat against not only the power of the allies to sustain themselves during the war, but against their capacity to reassert their supremacy in shipping after the war. If peace shall be made on terms that restore to Germany her interned ships, then she will be equipped with a vast tonnage ready to reassert her place as a great shipping power. Germany's merchant marine grows larger, in comparison, every time a ship of some competing nation is sent down. Unrestricted submarine warfare might in another year of war cripple the ability of Britain so greatly that, once peace was restored, she would occupy a poorer place than ever since America dropped out of the race for maritime supremacy.

These things are not being overlooked by statesmen of the entente, as they contemplate the possibility of peace. The British navy cannot be maintained as a guarantee of superior power at sea, unless British shipping retains its old position of superiority. Without the British navy, the entente would have been beaten in the first few months of the war. Without that navy, likewise, in future, the enemies of Germany would have poor chance to sustain themselves. The destruction of British merchant marine supremacy means the breaking of British naval power; and that means the establishment of Germany in a position she has long sought to attain, seemingly with little chance to succeed. Let the naval and shipping balance be dangerously menaced, and Germany's chances in her bid for world-power will be immeasurably bettered. The most casual thought on these conditions will make apparent one reason, not always given its due weight, why peace on any terms less than decisive German defeat would be ruinous to the allies.

Jonathan Bourne, who is never many runs below the peak of the watchtower, announces that 10,000,000 people entitled to do so didn't vote in the recent election. Even at that, folks on the losing side could have been comforted if a few hundred more had refrained from voting—say a few hundred Californians who supported Mr. Wilson.

Foreign commentators, who are losing their tempers over the notion that President Wilson can't see the difference between what the opposing sides are fighting about, might recover their self-possession if they would read what Mr. Wilson said, which was nothing of the sort.

A Chicago woman, just back from the warring countries, declares that the war is only about half over. There's a lady that will later be boasting that she told us so.

## With Due Credit

Can't Be.  
"Are they influential?"  
"Hardly. Their automobile is last year's model."—Judge.

A Financier.  
Knicker—Does Subbubs pay his debts?  
Boozer—Yes, he returns the snow shovel in spring and borrows the lawn mower.—New York Sun.

Neighborhood Amenity.  
The black-haired boy had a mighty contempt for the tow-headed boy.  
"Huh," he said. "Your mother takes in washing."  
"Of course she does," the tow-headed satirist retorted. "You didn't think she would leave it hanging out at night unless your father was in jail, did you?"—Chicago Herald.

Natural Query.  
"Jones is in the hospital very much run down."  
"Nervous prostration or automobile?"—Baltimore American.

The Lesser Evil.  
We used to loathe the milkman's clatter.  
That oft disturbed our napping.  
But now we think it does not matter.  
His cart killed two cats scrapping.  
—Pittsburgh Post.

Irish Wit Triumphant.  
An Irish waiter named Kenny was noted for his wit and ready answers. A party of gentlemen who were staying at the hotel heard of Kenny's wit and one of them made a bet that he could say something that Kenny couldn't answer at once.  
A bottle of champagne was ordered, and the one who had made the bet took hold of the bottle and commenced to open it. The cork came out with a bang and flew into Kenny's mouth.  
"Ah," he said, "that is not the way to cork!"  
Kenny took the cork out of his mouth and replied: "No, but it's the way to 'kill' Kenny!"—Chicago Journal.

Making It Worse.  
Knicker—We shall have compulsory military training for schoolboys.  
Boozer—And it is all I can do to lick my son as it is.—New York Sun.

Reminders.  
Lives of great men all remind us.  
As their pages o'er we turn,  
That we're apt to leave behind us  
Letters that we ought to burn.  
—Exchange.

Lives of great men all remind us.  
As they moulder on the shelves,  
That we're not as interesting  
As we often think ourselves.  
—St. Louis Star.

Why He Failed.  
Hawkins—Baxter's son didn't succeed as a surgeon.  
Robbins—What was the trouble?  
Hawkins—Too absent-minded. He operated on one patient for some time, and then another fellow had to be called in.

The New Age.  
Fond Papa—Well, son, what did you learn in school today?  
Son—Aw, not much, dad. We had a couple of two-reelers in history, a three-reel travelogue in geography, and a split reel nature study. They usta give us a Wild West pitcher once in a while, but they don't do it no more.—Widow.

How Could They Tell?  
"Your lordship," said the foreman of the jury, "this lady is suing this gent for \$5,000 for a stolen kiss."  
"Correct," responded the judge. "You are to decide if it was worth it."  
"That's the point," said the jury, "that another fellow had."—Judge.

Unimportant Detail.  
Judge—How could you become so battered by simply going through a door?  
Clancy—Sure, I forgot to mention that the door was shut when I went through.—Judge.

Military Repartee.  
Sergeant—Now then, Private Hogan! Why aren't you holding your rifle to your proper hand?  
Private Hogan—Sure ol' gots a splinter in me 'and!  
Sergeant—Been scratchin' yer 'ead, I s'pose.—Melbourne Punch.

Not So Far Wrong.  
"The warring nations," said Mrs. Twickenbury, "seem to be showing a wonderful vituperative power."—Exchange.

Robbie's Plea.  
Robbie, for his misdeed, was about to get a thrashing. He left his mother's room and went to his own. Kneeling down beside the bed, and with hands clasped, he offered up the following prayer:  
"Please, God, if you are as good to little children, as they say you are, now, your chance."—New York Times.

Giddap!  
A funny man is Butcher Bill. He's queer, I will confess; For, first he'll go and dress to kill, And then he'll kill to dress.  
—Milwaukee Sentinel.

So Silly of Them.  
As a train was getting up steam to leave a certain station it suddenly parted in the middle. Of course, the communication cord broke and one end of it struck an old woman, who was standing on the platform, in the face.  
"Goodness me!" she gasped in astonishment. "What was that?"  
"The train has broken in two mad-ams," said a man who stood near her. "And I should think so!" said the old woman, indignantly, as she eyed the broken cord. "Did they really think that a piece of string like that could hold a train together?"—London Answers.

You Never Can Tell.  
"I am sorry Bings is laid up. What was the cause of his accident?"  
"He tried to flirt with a pretty little one who took his fancy, but after it was all over he found out she was one of those camp rookie girls."—Baltimore American.

Did She Spank Him?  
Mother (coming from pantry)—Robert, did you pick all the white meat off this chicken?  
Bobby—Well, ma, to make a clean breast of it, I did.—Boston Transcript.

## BRITISH TURN 1916 ERRORS TO PROFIT

Johnny Bull Spent Much of Last Year Applying Lessons He Learned.

## LED INTO A DICTATORSHIP

Caused Centralization of Power Under Lloyd-George and Economic Development.

This is the first of a series of reviews of the European war in the past year, written for The Times by correspondents in the field.

By ED L. KEENE.

LONDON (By Mail), Dec. 26.—John Bull spent a goodly portion of this year applying the lessons he learned last year.

The mistakes of 1915 were rather distressing at the time, but they proved excellent teachers. Being a backward pupil, as always, John Bull had to be driven, and the process was necessarily painful. From the Dardanelles to Mesopotamia, from Neuve Chapelle to Loos, from Sofia to Athens, he blundered along, but, as subsequent history has demonstrated, all the time acquiring merit. Out of every strategic failure, every unforced expectation, both military and political, he managed to learn something—and the lessons stuck.

Led to Dictatorship.  
First of all the lesson of centralized power in the direction of war, of internal government, of domestic economy and of efficiency, thoroughly learned, led him to put the man who above all others has done most for England—David Lloyd-George—into a practical dictatorship over all those branches of British activity.

The Asquith cabinet, with its "muddle" fall because British public opinion, almost solidly aligned behind "the little Welshman" demanded supreme efficiency in England's fight for life.

It was characteristic of Lloyd-George, the breaker of precedents, that he should sweep away nearly all the old ministerial machinery and substitute for the loosely knit, slow moving, over-officered cabinet a small, compact war council of five members—Lloyd-George, with the eager acquiescence of John Bull.

And John Bull, who usually has to be driven, and who usually hates new-fangled things, showed the transformation in his character which he has wrought by standing behind Lloyd-George.

Learned Value of Organization.  
By reason of his early unsuccessful adventures in the Near East he gathered invaluable knowledge in the matter of organization and equipment which he has this year applied in other quarters.

As a result of the failure of his troops in the west in the spring and fall of 1915 to attain their desired objective he made certain changes in personnel, vastly improved his organization behind the lines, and above all learned that the only way seriously to dent the German front was with a preponderating supply of shot and shell.

In the field of diplomacy, wherein the Germans at first cut circles all around him, he is steadily improving. He lost Bulgaria to the allied cause, but the experience he acquired in that process enabled him to gather in Roumania.

That now, by the fortunes of war, Roumania appears to be a doubtful military asset, if not a liability; but at the time unquestionably the enlistment of this country with the allies was a diplomatic stroke of first importance.

It was entirely characteristic of John that although he knew Fritz had a forty years' start on him in this military game he ignored Fritz's methods until they were forced upon him. But now, thanks to the hard knocks of 1915, this little fellow more than Fritz can teach him.

Adopted Conscription.  
Early in 1916 he adopted conscription. Had it been introduced a year before, the war might have been over today. Englishmen have responded in unprecedented fashion to their King and country's call under the voluntary system, but it was only the certainty of ultimate conscription that finally brought the enrollment up to 5,000,000 men.

The molding of this huge lump of human raw material into an efficient military machine has been a gigantic task, but its proper equipment has been a greater. Little less than miraculous has been the development of the munitions industry in this country during the last year. From the start, Britain has been the treasury of the allies; now it has become their armory.

When Lloyd-George began turning England's factories into arsenals the Germans were manufacturing and shooting about ten shells to the allies' one. There was a time when on certain sections of the battlefield British gunners were limited to four rounds a day.

Upon America and Japan, Britain was depending for the most part for its supplies of machine guns, heavy artillery, and high explosives. Now these have all been reversed. More than 4,000 private firms in England, 95 per cent of which before the war had never produced a gun, a shell, or a cartridge, now are turning out munitions of one sort or another.

New Arsenals Provided.  
Just after the munitions act was passed, Lloyd-George startled the country by announcing that eleven new government arsenals had been provided. For today there are more than ninety, most of them producing big guns, howitzers, or high explosives. The weekly output of 400 cartridges is now greater by millions than England's entire annual output before the war.

A new type of machine gun is being turned out by the hundred every day on the face and went to No. 1. The general output of heavy artillery has increased by several hundred per cent. The total number

of war workers has increased to nearly four million, of whom half a million are women.

All Resources Mobilized.  
Practically the whole of England's vast industrial resources, except those necessary for the supply of the civil population, have been mobilized for war purposes. Every factory in the land, if called upon, is required to devote at least part of its activities to turning out war material.

The proportion of munitions now furnished by America and Japan has become almost negligible. Moreover, England is not merely supplying her own big armies. She has had to help out Russia, France, and Italy; especially the first named. It has been largely due to English guns and English shells that the Russians have been able to put the Germans on the defensive.

Large quantities of English munitions were sent also to Roumania, and the Serbian army would doubtless not have been thoroughly re-equipped by Great Britain.

Munitions Industry Growing.  
But this is not all. The munitions industry in this country is constantly growing. If the war should continue so long next year's figures will doubtless dwarf those of 1916 as these do last year's.

Giving all due credit to the allied strategy in general and to Haig's military genius in particular, as well as to the admitted improvement of Tommy as a fighting proposition, and the present superiority of the British air service, there is after all only one answer for the recent successes along the Somme and the Ancre—munitions. The lessons of Ypres, Neuve Chapelle, and Loos have been well learned.

In the latter days of 1916 Britain has been applying another lesson—derived from the Germans—how to provide against the possible day of want, and how to curb the greed of a few unpatriotic citizens who have taken advantage of war's conditions to fatten their own pockets at the expense of the nation. Britain gives signs of improving on German methods.

May Avoid Mistakes.  
At any rate, it will be able to avoid some of the mistakes made by the German food conservation department, with which it is fully conversant. Before Runciman launched his epochal scheme in Commons last month he had at hand the fullest and most comprehensive reports gathered by the government's intelligence bureau of the operations of the German system.

There is one realm in which Britain didn't have to take any lessons. As a banker John Bull is not merely comfortably well heeled; he is an expert. The British government, despite its average expenditure of \$25,000,000 a day since the war began, besides the tremendous contributions made to its friends, has had no difficulty at all in raising successive loans both at home and in America and at reasonable rates.

Shake-up in Navy.  
Finances and the navy are the least of Britain's troubles in this war, but recently the naval administration, long under considerable fire, has experienced a shake-up.

Arthur J. Balfour, whose regime as first admiral lord was criticized, is now foreign secretary in the reorganized cabinet.

The man who with him stood the brunt of complaint from the public for responsibility for the recent German Channel raid and for lack of suppression of the Zeppelin menace, Admiral Jackson, was transferred from his post of first sea lord to the admiral board.

Admirals Jellicoe and Beatty, to whom the British press gives credit for the glorious victory off the Jutland coast, advanced by this transfer, Jellicoe became first sea lord and Beatty commander of the grand fleet—the youngest man ever to hold that great post.

Britannia still rules the waves!

## WHAT'S ON PROGRAM

Many interesting events of importance are scheduled.

Today.  
Exhibition of printing of the National Geographic Magazine, Judd & Detweiler establishment, 216 p. m.  
Celebration of the centenary of Frederick Douglass, under auspices of the American Negro Academy, at Colored Y. M. C. A., afternoon and evening.  
Alumni reunion, at new Central High School, Thirtieth and Clifton streets northwest, 7:30 p. m.  
Lecture, Miss Janet Richards, "The Two Great Political Documents of the Past Week," Lloyd-George's Speech, President Wilson's Peace Note, Woodward & Lothrop's Auditorium, 10:45 p. m.  
Dance, Robert E. Lee Chapter, Daughters of the Confederacy, at the Confederate Memorial Home, 1225 Vermont avenue northwest, 8 p. m.

Tomorrow.  
Meeting, Mid-City Citizens' Association, 1009 Seventh street northwest, 8 p. m.  
Meeting, Washington branch of the American Pharmaceutical Association, 801 I street northwest, 8 p. m.  
Christmas entertainment for the blind, National Library for the Blind, 1329 H street northwest, 8 p. m.  
Carol service, St. Mark's Episcopal Church, 8 p. m.  
Masquerade ball, to raise funds for the relief of the Hebrew war sufferers, Convention Hall, 8 p. m.

Meeting, with address by Miss Rose Tapley on "Better Pictures," District of Columbia Federated Women's Clubs, white palace, New Exhibit, 8:30 p. m.  
Celebration of centenary of Frederick Douglass, under auspices of the American Negro Academy, Colored Y. M. C. A., afternoon and evening.

Meeting, Elit Carson Post, No. 2, Grand Army of the Republic, G. A. R. Hall, 8 p. m.  
Masque—Grand Lodge, Masonic Chapter, No. 5, Eastern Star.  
Odd Fellows—Eastern, No. 7, Federal City, No. 20, Hudson, No. 3, Columbia, No. 7, Rehearsal.  
Knights of Pythias—Mount Vernon, No. 5, Rehearsal.  
Knights of the Ku Klux Klan, No. 2, Columbia, No. 26, Friendship Temple, No. 4, Pythian Sisters, Grand Council, National Hall, 8 p. m.  
Improved Order of Red Men—Oceola Tribe, 8 p. m.

Policeman Warren Hurt.  
Private M. W. Warren, a motorcycle policeman, while riding his machine in Wisconsin avenue, near T street northwest, struck a sewer trap and was thrown. The officer was cut severely on the face and went to No. 7 police station. After having his injuries treated, he was taken to his home, 3040 O street northwest.

## EXHIBIT TO TEACH LIVING ECONOMY

March 4 Show Will Portray Work of Government Along This Line.

## PLAN PUBLICITY CAMPAIGN

Committee Will Placard Every State in Union—Headquarters at Powhatan.

Lessons on how to reduce the high cost of living will be a feature of the national education exhibit to be held in Washington during the week preceding the inauguration ceremonies.

One of the purposes of the committee of the Federation of Citizens' Associations is to show what the Government departments are doing to lessen living expenses. Methods of practical economy as demonstrated by the Department of Agriculture, the Bureau of Standards and other departments will be shown.

Plan Publicity Campaign.  
With the opening of headquarters at the Powhatan Hotel tomorrow, the committee will begin a publicity campaign which is planned to reach every section of the country.

John L. Martin has been named secretary to the general committee, and is one of the publicity directors. The publicity and finance committee, of which William McK. Channing is chairman, will have its headquarters at the Powhatan.

Every State in the Union will be divided into news districts and stories descriptive of the exhibit and the purposes for which it is planned will be sent to the newspapers in each. By this means it is expected to attract to Washington thousands of visitors during the week preceding March 4.

Will Care for Visitors.  
Snowden Ashford has been named chairman of the entertainment committee, whose business it will be to look out for the comfort of the visitors and arrange for hotel and boarding house accommodations. The question of railroad rates is in charge of a committee of which D. A. Edwards is chairman.

The indorsement given by Col. Robert N. Harper, chairman of the national committee, gives an official touch to plans for the exhibit. Detailed plans will be discussed at a meeting of the Federation of Citizens' Associations in the boardroom of the District building Saturday night.

A proposal for the establishment of a permanent exhibit of State resources also will be discussed.

Success Is Assured.  
The success of the exhibit already is assured, according to reports received by the committee on co-operation with Government officials, of which Charles S. Shreve is chairman.

To impress upon inauguration visitors the fact that "Uncle Sam" is doing a great big work in his workshops in Washington, all that is necessary, it was said, is to carry out the details of the plans under consideration.

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